The second point that Mr. Kalmadi 1 had raised, I would like to re-emphasis. J think there is something in it. Was it possible for us to buy, let us say shares of the Westland company as a part of this large deal that you are trying to make?

SHRI JAGDISH TYTLER: It Is too late to buy the shares. May be it was possible.

SHRI VISHWA BANDHU GUPTA : He has not answered my question.

MR. CHAIRMAN: The first part of the question you have not answered. The first part is. Have you any manufacturing right?

SHRI JAGDISH TYTLER: No, we are not having any manufacturing right.

MR. CHAIRMAN: Next question, No 42.

SHRI RAJESH PILOT: He did not get up.

MR. CHAIRMAN; Now you got up.

SHRI RAJESH PILOT: Thank you very much for bringing the mood of the House from air to ground. And Mr. Kalmadi is also back.

MR. CHAIRMAN: You mean he has come from air to ground.

AN HON. MEMBER: Let him not take Us under the sea.

SHRI RAJESH PILOT: We are still on the ground, Sir, We are not going to sea yet.

DTC fares

*42. DR. C. SILVERA: Will the Minister of TRANSPORT be pleased to state:

(a) whether Government are consider ing a proposal to allow the commuters to travel in the Delhi Transport Corpora tion buses upto 10 Kms. by paying 50 paise only; and

(b) if so, what are the detaflsi thereof and by when it is likely to be implemen ted?

THE MINISTER OF STATE IN THE DEPARTMENT OF SURFACE TRANS-PORT (SHRI RAJESH PILOT): (a) No such proposal is under Consideration at present.

(b) Does not arise.

DR. C. SILVERA: The conceivable jus-tification for a price hike is always needed for additional revenue.

Even while admitting that the D.T.C ls a losing concern, you will also tend to agree with me that the whole burden should not be passed on to the commuters.

I find that the D.T.C, has projected its expenditure for the coming year at Rs. 307 crores, of which operational cost comes Rs. 173 crores. And with this hike the D.T.C, hopes to add about Rs.40 to Rs.50 crores to its coffers.

If you look at the new fare structure in some cases the commuters have to pay 300 per cent more. There is no denying the fact that the D.T.C, announced hike in bus fare after a lapse of six or seven years.

The fares prior to the hike were 30 uaise upto 4 kilometres, 40 paise from 4 to 16 kilometres, 50 paise from 16 to 20 kilometers and 75 paise for all distance above.

MR. CHAIRMAN. What is your question?

DR. C. SILVERA: I am coming to the question.

MR. CHAIRMAN: Everybody knows fare has been raised. If you go on repeating, time will be lost.

DR. C. SILVERA: This, according to the new fare structure has become 50 paise upto 6 kilometres, a rupee from 6 to 16 kilometres and Rs. 1.50 for all distances above.

Previously deluxe buses used to charge a flat rate of Re. 1|- irrespective of the distance, but now it has been doubled.

In view of the heavy burden on the pockets of commuters and in order to ratlona-

lise the fare structure and reduce tne burden on me ftxed salaried Government servants whose colonies are usally located at about eight to ten kilometres from their place of work...,

SHRI VIRENDRA VERMA; Kindly ask Ihim to put specific question.

DR. C. SILVERA; Please listen to the question

MR. CHAIRMAN": He is a new Member

DR. C. SILVERA: will the Hon. Minister assure the House that he will reconsider the decision in the near future, even though such a proposal is not under consideration at present, and allow the commuters to travel at least first eight kilometres by paying~5ff'paise? It is reasonable because if a person is permitted to travel 16 kilometres by payins Rs; 17-. then he should be allowed to travel eight kilometres ty IW'[1]^ & paise.

SHRI RAJESH PILOT. Mr. Chairman, Sir, the hon. Member is very right that some burden has come on ihe commuters. Government has also felt that. I mentioned yesterday lh" my speech we are aware that this burden will be slightly on the commuters and they would feel it because one who has been traveling for lh,a last thfrtyeight years with 30 pafse or 40 paise, if he suddenly is to pay Re. 1/- he. wil) feel a pinch on himself.

But seeing the DTC conditions and to sustain its services and to improve them there was no other alternative. If you carry on adding losses to the organisation there would be a day when you would have to discontinue its services. To be away from such a situation, the Government decided to share some burden with the commuters. We have accepted in the House that theie is room for improvement in services. Government is trying its best in this direction. With this additional revenue, which will Be roughly Rs. 40 crores to 42 crores, we ars likely to improve the services to a great extent.

The second part of the question which the hon. Member has mentioned about the recon sideration of the fare, I may state tbat the Government thougbl very seriously; and after a great consideration and with a very heavy heart we had to approve the proposal.

DR. C. SILVERA: I would like to know whether the Government propose to conduct a study into the real causes of losses being incurred by fhe D.T.C. Efforts should be made for better management, capacity utilisation, to prevent pilferage and to eliminate corruption so as to avoid the situation where commuters are made to pay for DTCs inefficiency.

We read a lol in newspapers about medical scandals in D.T.C, stores and other scandals in D.T.C, also, but have never read about better amenities being provided for the commuters.

In view of this, may 1 know from the Minister by when he is going to allow commuters to travel at least 8 Kms, if not 10 kms. by paying 50 paise so that there is a relief fe the Government servant staying in colonies which are also within a radius of 8 Kms. from their place of work and also the burden is rationally distributed?

MR. CHAIRMAN: Y&ITTiave already said that. What is the use of repeating it again and again?

SHRI RAJESH PILOT: TOF. Chairman, . Sir we have taken into consideration the daily goers'to the offices and other places. Sir, we have not touched passes. We have also not touched students who are daily goers to the schools and colleges. We havs also not touched rehabilitation colony people. Sir.regarding reconsideration of 8 Kms, as I have mentioned earlier, the Government thought over all these factors before a final decision was taken.

SHRI S. W. DHABE. Mr Chairman, Sir the load on commuters by exorbitant DTC fares is quite heavy. I am surprised to hear the Minister saying that we have considered all the factors. Sir, previously the lowest fares was 40 paise. Now, it has gone from: 40 paise to about Rs. 2 for various distance having about three stages. Now, the minimum fare is 50 paise. The man who gets a daily wage of Rs. 7 or 8 has to pay now Rs. 3 Or 3 only OB DTC

fare. Even my Bon. Friend, Mr. Sukul has said that MPS were also charged Rs. 2[- from Parliament House to Parliament House Anuexe. What is the basic structure which you are making? The principle of service rendered must have some ratio for charging high fares. Therefore, may I know whether there is an improvement in the DTC service? Why there was an increase to such an extent? If there are three stages; can it not be reationalised and have a structure for four to five stages" for poor commuters?

SHRI RAJESH PILOT: Mr. Chairman, Sir, to start with the hon. Member has pointed out that from 40 paise it has gone to Rs. 2. Sir, if is wrong. "From 40 paise it has gone to Re. 1. Sir, I share tbe feeling of the hon. Member that when a person changes two Or three buses he has to pay more. "Suppose a person has io travel a distance of 16 Kms as per the new rates, he will go upto 8 KMs in one bus and reboard another bus to reach his destination. In that case DTC is trying in evolve a system where they buy a ticket once and can travel upto 16 KMs without much burden.

Sir, the hon. Member has pointed out about Matadors. Sir, I feel that every common citizen is sharing the burden of DTC in order to improve its services. I think MPs are not above the law. *{Interruptions)*

SHRl P. N. SUKUL: Mr. Chairman, Sir I was also going to ask a question relating to MPs. I talked- tO the Mmister yesterday and he told me same thing which ne has said just now. I agree with the Minister's point of view that when everybody is charged then MPs also should be charged:" BuT I want to tell the Minister, let him charge for MPs also according to the new schedule of rates, that is, Re. 1 upto 16 KMs. The matadors take us nof more than 5 or 6 KMs from our residences to Parliament Houses/ Parliament House Annexe. For this short distance DTC is charging us Rs. 2. Are you punishing us for becoming MPs ? I request the Minister fo charge MPs also according to the revised schedule of rates upto 16 KMs which is Re. 1. *(Interruptio^*

SHRI MAHENDRA MOHAN MISHRA; Sir, from the Parliament House to Parliament House Annexe we have t_0 pay Re. 1. Kindly intervene in the matter. *(Interruption)*

MR. CHAIRMAN; Mr. Minister you everybody is agitated. So please take care of Parliament Members.

SHRI RAJESH PILOT; Mr. Chairman, Sir, you would appreciate that Ihere is a difference betwee$_n$ a bus and a matador. For a bus there are routes, whereas for a matador it is available like to taxi. Whenever you call it is available. *[Ivter-ra/itions)*

SHRI P. N. SUKUL: Then you provide us bus instead of matador.

SHRI RAJESH PILOT: Sir, regarding Parliament House Annexe, it is a part oi Parliament H-:.se. Regarding the use of Matador by MPs, between Parliament House and Parliament Annexe, the latter being a part of the Parliament House if any hon'ble MemTJW does not feel like talking upto !i-$_t$ Annexe and wanes 10 us^ && transport, it should be allowed which I will certainly take ca$_{re}$ of.

SOME HON'BLE MEMBERS: No, you provide u$_s$ buses in place of Matadors.

श्री नत्था सिंह : श्रीमन्, दिल्ली के उत्तर पूरब, पश्चिम और दक्षिण में हिन्दुस्तान के कोने कोने के लाखों लाख मजदूर रहते हैं । राजस्थान के तकरीबन 12 लाख मजदूर दिल्ली से 15,20,25 मील की दूरी पर रहते हैं । आप सुल्तानपुरी चले जाइये, मंगोलपुरी चले जाइये, चारों तरफ मजदूर काम करने के लिये आते हैं ये जो आपके टैक्सेज हैं ये मजदूर पर ज्यादा असर करते हैं । इसलिये मैं सरकार से निवेदन करना चाहूंगा कि रोडवेज में आप की बसों में जो किराये की वृद्धि हुई है और जिनको मजदूरों से ही ज्यादा वसूल किया जाता है, उस पर सरकार फिर से विचार करे ।

श्री राजेश पायलट : सभापति जी, सदस्य जी ने जो रिविजन आफ रेट्स की दरें हैं वे पढ़ी नहीं हैं। हमारी रीसेटलमेंट कालोनी में जो मजदूर भाई रहते हैं जो कालोनियों दिल्ली एडमिनिस्ट्रेशन से मंजूरशुदा, रिहैबिलीटेशन कालोनियां होती हैं हमने उन पर कोई भी किराया नहीं बढ़ाया है। उन पर वही है। हमने इस बात का ख्याल रखा है कि मजदूरों पर कोई जोर नहीं पड़े। जहां तक रोडवेज का सवाल किया है, मैं सदस्य जी से कहूंगा कि जयपुर में जाकर राजस्थान सरकार से कहें कि क्यों बढ़ा रहे हैं। डी० टी० सी० ने नहीं बढ़ाया है। तो आप उन्हें उदाहरण दें कि जब डी०टी०सी० ने नहीं बढ़ाया है तो आप क्यों बढ़ा रहे हैं। यह अपनी सरकार से पूछें।

Strike by the Teachers of the Delhi University

*43. SHRI F. M. KHAN:
SHRI B. SATYANARAYAN REDDY:

Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether any efforts were made by Government and the University Grants Commission to remove the grievances of the Delhi University teachers before the long drawn out strike of the teachers commenced;

(b) what are the major demands of the teachers which had been earlier accepted by the UGC but not implemented so far;

(c) what are the causes which led to a long drawn out strike by the teachers for more than two months wasting the valuable academic year of the students; and

(d) what are the measures Government have taken to solve the problem?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE (SHRIMATI SUSHILA ROHTAGI): (a) Yes, Sir.

(b) to (d) In January 1983, the UGC had agreed to (i) Merit Promotion Scheme and (ii) Improvement of housing facilities for Delhi University and College employees. These commitments have been fulfilled.

The teachers of Delhi University went on strike to press for their demands for removal of stagnation amongst those in the Selection Grade and the introduction of Professor's Grade in Colleges. The UGC has decided to work out the modalities and give relief to the teachers stagnating in the selection grade. The question of introduction of Professor's Grade in Colleges has been referred by the UGC to the R. C. Mehrotra Committee which is looking into the pay scales of teachers in University and Colleges and their avenues of promotion.

The strike has been withdrawn and teaching resumed with effect from February 23, 1986.

MR. CHAIRMAN: We have had full discussion by way of Calling Attention Only one supplementary.

SHRI B. SATYANARAYAN REDDY: Sir, the teachers of Delhi University went on strike for more than two months and thus wasted the valuable academic year of the students. It is really a pity that the Government and the UGC forced the teachers to go on strike. (*Interruptions*).

MR. CHAIRMAN: The strike is over.

SHRI B. SATYANARAYAN REDDY: Sir, the strike is over but the problem is not over. The problems are there. The men of merit are not coming to this profession because teachers are ill-paid. They are not provided with proper housing facilities. Poor payments are being made to the teachers. That is why, the standard of education is coming down day by day. I would like to know whether the Government is taking necessary steps to see that the men of merit are attracted to this profession and they are given handsome salaries and all facilities are provided to them. The Minister in her reply has said that the commitment regarding the improvement of housing facilities for Delhi University and college employees has been

†The question was actually asked on the floor the House by Shri B. Satyanarayan Reddy.